# Work of the Handcart Missionaries a Neglected Page in Mormon History

Religious Enthusiasts Pushed Their Carts 1,000 Miles to Missouri River Ten. Years After First Settlement.

One of the most dramatic incidents of early pioneer Utah, and one that, perhaps better than any other thing, displays the sort of character that dis-tinguished early Mormon leadership, is an unwritten chapter, barely alluded to by Bancroft's history, entirely overlooked by Whitney's voluminous work, and now known about by but very few, even of the older citizens, of today.

Perhaps in all the world's history of heroic endeavor in the proselyting of religious beliefs, it would be difficult to find a more striking example for the oratory of eulogistic sentiment than that of this unwritten chapter of Mormon history, which deals with the de-parture of the first very large band of Mormon missionaries, who went out into the world to preach their message of salvation, just ten years after the settlement of Brigham Young and his party of religious refugees in the valof the Great Salt lake.

In verse and prose alike, and on the painter's canvas, poets, orators and artists have sung their praise to the pioneer bands who urged the patient ox cross the western wilds; to the courageous companies of gathering Saints who on foot pushed or pulled the twowheeled handcart, bearing food, children, the aged and the sick, from the Missouri river to the Great Salt lake; to the battalion of Mormon boys who left their departing families who were about to undertake that great pioneer journey of 1847 and themselves shouldered the nation's guns to march in the war with Mexico; and to the legions of young men who, in the prime of promand aspiration, turned away from business, love and home to share their gospel with others. But, with strange unaccountability, on stirring scene in the drama of Mormon history has been overlooked by the eulogy of tongue, pen and brush. It is the "handcart missionaries," who, in the spring of 1857, walked 1,000 miles with their two-wheeled carts from Salt Lake City to the Missouri river.

On the morning of April 23, 1857, sembling on the Temple block, starting subject of discussion at police headed on this long, arduous journey. They were followed to the mouth of Emigration canyon by hundreds of people, many weeping bitterly at the awful possibilities that lay ahead of the departing missionaries. On June 10, forty-eight days later, they arrived at Florence, Neb., traveling a distance of old which had laid an egg on Saturday, with as much as thirty-five on barred Plymouth Rock chicks which.

of the carts labeled "Zion's Express." They are Philip Margetts, Utah's vet- egg-laying hens. eran actor, seated in the center; Seymour B. Young, a present Salt Lake physician, on the right, and David Orangeville, Emery county.

made up of young, middle-aged and el- Lake on April 11. They were quarderly men. They were "farmers, me- tered in his yard at 360 South Eighth edly. chanics, tradesmen, merchants and East street and immediately devoted clerks," and there were among them all their energies to growing. 'Americans, Englishmen, Scotch, Irish, Weish, Danes, Swedes, Norwegians, Germans and some of other nations. They went to all parts of the world, the United States, Canada, Europe and South Africa.

The handcarts used were some of the same that had been pulled across the plains by the five handcart immigrant companies of the preceding year. They had been reconstructed, painted, canvas tops added, and on the sides were printed such mottos as "Truth Will Prevail," "Blessings Follow Sacri-fice," "Merry Mormons," "Zion's Ex-

The daily notes of a diary written by himself each day of the journey, were ing carts to be mended, bodies cold eling in numerous rainstorms on the plains, occasionally meeting with Indians, grizzly bears and other wild animais-with all this the party, throughout the entire journey, were in highest spirits and continual cheerfulss, with always some form of pleasamusement each evening after

supper, such as singing, pitching quoits and footracing. Think of running a 300-yard race, which Mr. Margetts did one evening, after traveling twentynine miles; he won the race, the diary says, which meant an oyster supper later in St. Louis.

The handcart immigrants of the previous year walked across the continent because they were poor and could not afford to buy wagon outfits; while the handcart missionaries walked back over the same trail in spite of their owning plenty of horses, mules, oxen and wagons at their homes in the val-The former came to join their friends and brethren with the welcome of a supposed near-by millennium in Zion: the latter left their dearest Zion; the latter left their dearest demand for lower freight rates. It is in friends and associates to go into an line with this effort that the project of unwelcoming world of what to them electrifying the mountain divisions was The former came with started." visions of far better homes and comforts of living than they could ever have hoped for amid the poverty of their European vocations; the latter "It is the will of the Lord that you go mountain division of the Shasta route, and walk with handcarts," said their which will run. like the present route, leader. "Though we scarcely under-stand the need and the purpose of It is understood that the e stand the need and the purpose of making the trip in the severest way possible," was the reply of seventy-four elders, "we go, and go with good streams capable of developing sufficient

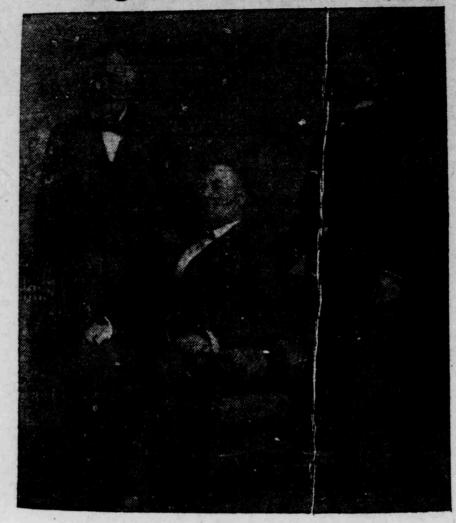
Surely a Dallin or a Young could conserve in everlasting statuary the memory of the high courage and devomemory of the Niagara river is used to generate electricity at Niagara Falls. tion of the handcart missionaries of tion of the handcart missionaries of '57

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DAVID WILKIN PHILIP MARGETTS Missionary team that pushed one of the carts labeled "Zion's Express."

### If Shannon's Chicks Are Six Months Old Why Do Lenzi's Pullets Lay Eggs?

lay eggs, and chicks that persist in re- is now a Lenzi family treasure.

Rock hen four months and two weeks

Of course, Lenzi and Shannon compared notes.

When they grew large and fat, some up his sleeve. of the chickens were served at the

Chicks that grow into fat hens and her first egg last Saturday. The egg Lieutenant Shannon had no such rosmaining chicks beyond the proper per- eate story to tell. His barred Ply-

"I have done everything for them." Desk Sergeant John A. Lenzi ap- said Shannon, "but they will not grow, peared for duty yesterday boastfully They are still so small that it would stating that he had a white Plymouth take twelve of them to make a meal. I have about thirty of them.

"Sometimes I go out and spade up the turesome operators. The substance of the 1,032 miles in forty and one-half days, day last. This interested Lieutenant or an average of twenty-five miles a Richard L. Shanron, who has some can be procured and every once in a while I cut an armuf of lucerne and although hatched last February and throw it to them, so that they can The accompanying photograph is a now more than six months old, still peck at the green stuff. They like the instance of how thoroughly our local picture of one "team" that pushed one remain chicks, despite all his effort to grass, and when I throw it to them make them grow into proud cocks and there is a terrible commotion among the thirty chicks that will not grow. "They scratch up the worms when

I spade the ground, gobble up the Lenzi explained that seventy-five food set before them, and pick at the Wilkin, who died a few years ago at white Plymouth Rock chicks, which green grass cut for their especial bene-Orangeville, Emery county. These handcart missionaries were were shipped to him and reached Salt haven't made up their minds to do Shannon wrinkled his brows perplex-

Lenzi smiled as though he had the secret of making chickens grow snugly

"Some dealer would like to have that feasts at the Lenzi home and others first egg," he said. "A chicken might were sold or given away, and now only be hatched from it from which an earten remain. These are now big chick- ly-laying variety of poultry might be ens, and one of the hens cackled over started.'

### **ELECTRIC POWER FOR HEAVY GRADES** OF TRANSCONTINENTAL RAILROADS

Electric power in mountain railroading will visit some of the falls which he exwill be the next move of the great transcontinental lines. It is believed that George J. Gould's purpose in organizing the Western Power company was to get the western Power company was to ge kindly loaned to The Herald by Philip the Western Power company was to get Margetts. The record, among many locations for power plants to be used in the been made of the saving which the operation of the Western Pacific rail- would be occasioned by the use of eleccontrasting features. With blisters on road. The Western Power company now feet, lameankles, sore muscles, breakbuying up water rights and good locations for power plants. When these agents from extreme temperature and wet limbs from wading through streams generally supposed that Mr. Gould intendencountering of several snowstorms in the Rocky mountains, with as much as twelve feet deep of snow in one place, clothing wet through from travnow it is understood that the Western Power company's recent acquisitions are mainly for the use of the Western Pacific, although it is probable that power will be over some of the grades, whereas a single electrical motor would be capable of the mining companies and other consold to mining companies and other con-cerns along the line of the new railroad. Edward H. Harriman also favors elec-tric power in mountain railroading. As

soon as financial conditions improve is said, he will spend about \$40,000,000 in equipping the mountain divisions upon his lines, which cross three mountain ranges, with electric power. In a recent interview E. H. Harriman

was quoted as saying:
"I cannot think of electrifying until the money market loosens up. It is an improvement which is bound to come, because it is in line with the cheapening of operation, which must come before the

"The government will not permit of the ombination of parallel and competing lines of railway, rightly enough, but it should permit combinations of connecting lines for the purpose of further cheapening the cost of operation. The railroads of the country have for some years been spending millions with the sole view of re-ducing their cost of operation, to meet the

ople can hope to realize lower freight

### Plans Electrical Equipment.

Mr. Harriman said his expert engineers had been in the mountains for more than went with the knowledge that not only the sources of supply for water power they themselves, but also their families left behind, must be liable to want or even poverty. The gathering handcart Saints came to better themselves; the departing handcart missionaries went for the sake of their fellow men.

"It is the will of the Lord that you go

The natural fall in the mountain streams could be utilized to turn great turbines, which would be used in generating the electricity needed to operate the trains over mountains. The cheapness of this installation, compared with the results that could be obtained, has, it is said, amazed by the results of the cheapness of the could be obtained. Mr. Harriman.

The reports of the engineers have been submitted to Julius Kruttschnitt. Mr. Harriman's director of maintenance and operation, and have been approved by him. When Mr. Kruttschnitt came west with Mr. Harriman he brought with him these reports and they were gone over thoroughly. It is understood that during his stay in the mountains, Mr. Harriman and you'll keep on bathing at Saltair.

tricity in the mountain division. No in-formation regarding this is at hand, but it is said to be a material saving—much greater than a large percentage of the improvement. Beyond all this, however is the fact that electrical power, unlike steam power, is capable of large multiplication in mountain railroading. Its sub-stitution would mean, for one thing, that hauling a train much longer than trains which now use two engines. The mountain division of a railroad on erates somewhat like the neck of a bot-tle. It is impossible to get more trains or more tonnage over the road than can be gotten over the mountains or through the neck of the railroad bottle. Accordingly, when the capacity of the neck is increased the possibilities of the entire road for handling traffic are correspondingly increased. It is for this reason that mountain divisions are so dreaded by railroad operating men.

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Fluctuations in the Financial World Are of Usual Midsummer Character.

IMPROVEMENT IN CROPS

UNITED STATES HAS BETTER OF FOREIGN TRADE.

New York, Aug. 23.—Changes in the general financial situation last week were hardly noteworthy. On the stock exchange the daily trading partook strongly of the usual midsummer character, prices rising and falling within a narrow range. Early in the week the list became unsettled under the influence of the manifestos of a New England operator and festos of a New England operator, and from the start to finish the market's un-

dertone was distinctly irregular.

The week was not without its favorable developments, foremost being the marked improvement reported in crops. Another improvement reported in crops. Another gratifying feature was the government's report on the foreign commerce in July, which showed a reduction of \$38,000,000 or 30 per cent in imports and a falling off of \$26,000,000 for the seven months of the calendar year. This enormous contraction of imports, with an excess of exports for the same period of \$19,000,000 gives promptly the same period ise of a highly favorable foreign trade balance. Money has piled up here during the past week, chiefly from the interior and time as well as call accommodations were noticeably easy.

Harriman Stocks Strong.

Easily the most prominent feature of the week in stocks was the activity and strength of the Harriman lines. A new high record was made by Southern Pacific during the week with talk of a re-adjustment of the company's securities in some manner calculated to benefit that stock. The weakness of the Rock Island-'Frisco group was so pronounced as to cause some uneasiness, although assur-ances were given that the more immediate financial needs of this system would be safeguarded.

Their complicated condition is very gen-erally known, however, and some kind of reorganization seems inevitable. Iron and steel trade conditions are rather mixed just at present. A better de-mand is reported for light materials, but otherwise only slight improvement is shown.
In the copper and general metal trade

Collapse in Cotton.

One of the week's interesting events. bearing not a little on the securities market, was the sensational collapse in the big cotton pool, which is said to have brought disaster to some of the more venwith promise of permanent improvement Europe was in scarcely any sense a faclast fall's panic, it is not amiss to note that one of the then defunct trust comwell enough to anticipate by four or six months' payment of two installments to its depositors.

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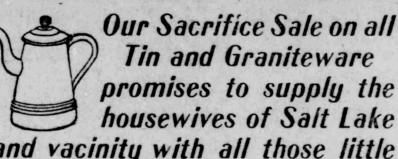
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